

Unmanned Aerial System (UAS) Operations

605.1 PURPOSE AND SCOPE

The purpose of this policy is to establish guidelines for the use of an unmanned aerial system (UAS) and for the storage, retrieval and dissemination of images and data captured by the UAS.

605.1.1 DEFINITIONS

Definitions related to this policy include:

Unmanned Aerial System (UAS) - An unmanned aircraft of any type that is capable of sustaining directed flight, whether preprogrammed or remotely controlled (commonly referred to as an unmanned aerial vehicle (UAV)), and all of the supporting or attached systems designed for gathering information through imaging, recording, or any other means. For the purpose of this policy, a UAS includes a drone, as defined by ORS 837.300.

605.2 POLICY

A UAS may be utilized to enhance the department's mission of protecting lives and property when other means and resources are not available or are less effective. Any use of a UAS will be in strict accordance with constitutional and privacy rights and Federal Aviation Administration (FAA) regulations.

605.3 PRIVACY

The use of the UAS potentially involves privacy considerations. Absent a warrant or exigent circumstances, operators and observers shall adhere to FAA altitude regulations and shall not intentionally record or transmit images of any location where a person would have a reasonable expectation of privacy (e.g., residence, yard, enclosure). Operators and observers shall take reasonable precautions to avoid inadvertently recording or transmitting images of areas where there is a reasonable expectation of privacy. Reasonable precautions can include, for example, deactivating or turning imaging devices away from such areas or persons during UAS operations.

605.4 PROGRAM COORDINATOR

The Chief of Police will appoint a program coordinator who will be responsible for the management of the UAS program. The program coordinator will ensure that policies and procedures conform to current laws, regulations, and best practices and will have the following additional responsibilities:

- Coordinating the FAA Certificate of Waiver or Authorization (COA) application process and ensuring that the COA is current (OAR 738-080-0045).
- Ensuring that all authorized operators and required observers have completed all required FAA and department-approved training in the operation, applicable laws, policies, and procedures regarding the use of the UAS.
- Developing uniform protocols for submission and evaluation of requests to deploy a UAS, including urgent requests made during ongoing or emerging incidents.

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- Developing protocols for conducting criminal investigations involving a UAS, including documentation of time spent monitoring a subject.
- Implementing a system for public notification of UAS deployment, to include data collected by the UAS through intergovernmental agreements (ORS 837.362) if applicable.
- Developing operational protocols governing the deployment and operation of a UAS including but not limited to safety oversight, use of visual observers, the establishment of lost link procedures, and secure communication with air traffic control facilities.
- Developing a protocol for fully documenting all missions.
- Developing a UAS inspection, maintenance, and record-keeping protocol to ensure continuing airworthiness of a UAS, up to and including its overhaul or life limits.
- Recommending program enhancements, particularly regarding safety and information security.
- Ensuring that established protocols are followed by monitoring and providing periodic reports on the program to the Chief of Police.
- Ensuring that the UAS is registered with the Oregon Department of Aviation (ORS 837.360).
- Developing protocols for storage, security, and access to data collected by the UAS (ORS 837.362).
- Developing protocols if a third party is used for the storage of data, including handling, security, and access to the data by the third party (ORS 837.362).
- Publishing the department policies and procedures regarding the use, storage (including third party storage), accessing, sharing, and retention of data collected by the UAS, including the text of ORS 192.345 on the department website or other publicly accessible systems (ORS 837.362).

605.5 USE OF UAS

UAS deployment requires the approval of the on-duty supervisor or major incident scene commander.

Only authorized operators who have completed the required training shall be permitted to operate the UAS.

Use of vision enhancement technology (e.g., thermal and other imaging equipment not generally available to the public) is permissible in viewing areas only where there is no protectable privacy interest or when in compliance with a search warrant or court order.

UAS operations should only be conducted during daylight hours or with an FAA certificate of waiver for nighttime operations, or an airspace waiver.

UAS operators will follow all FAA rules.

The UAS shall only be operated by the Department (ORS 837.320; ORS 837.330; ORS 837.335):

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- (a) Pursuant to a valid warrant authorizing its use.
- (b) When there is probable cause to believe that a person has committed a crime, is committing a crime or about to commit a crime, and exigent circumstances exist that make it unreasonable to obtain a warrant authorizing the use.
- (c) With the written consent of an individual for the purpose of acquiring information about the individual or the individual's property.
- (d) As part of search and rescue activities, as defined in ORS 404.200.
- (e) When assisting an individual in an emergency if there is a reasonable belief that there is an imminent threat to the life and safety of the individual.
 - 1. A report shall be prepared to document the factual basis for the belief.
 - 2. Within 48 hours of the emergency, a sworn statement shall be filed with the circuit court describing the nature of the emergency and the need for the use of the UAS.
- (f) During a state of emergency declared by the Governor, if:
 - 1. The UAS is used for preserving public safety, protecting property or conducting surveillance that will be used to assess and evaluate environmental or weather-related damage, erosion or contamination.
 - 2. The UAS is operated only in the geographical area specified in the Governor's proclamation.
- (g) For the purpose of reconstructing a crime scene or accident scene, or a similar physical assessment, that is related to a specific investigation, as provided by ORS 837.340.
- (h) For the purpose of training in the use and acquisition of information, as provided in ORS 837.345.

605.5.1 REDMOND AIRPORT TOWER NOTIFICATION

FAA regulations require UAS operators to notify airports which are within five (5) nautical miles of a flight 24 hours before planned operations. UAS operators are responsible for ensuring notification of Redmond Airport Tower or Seattle Air Traffic Control (ATC), or by obtaining automated flight plan approval through approved processes.

Since all of the City of Redmond is within the five nautical mile restricted zone, any UAS operation will necessitate notification of the tower or ATC, or in the event of an emergent event, as soon as practicable after deployment. Use of a UAS outside the restricted zone does not require tower or ATC notification, but if in doubt about the distance from the tower, is it advisable to notify the tower or ATC as a precaution. Information to be provided to the tower or ATC includes:

- Registration information for the device
- Type of device
- Time, date, and duration of activity
- Location (GPS coordinates) and altitude of operation

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[See attachment: 5-mile radius map](#)

605.6 PROHIBITED USE

The UAS video surveillance equipment shall not be used:

- To conduct random surveillance activities.
- To target a person based solely on individual characteristics, such as but not limited to race, ethnicity, national origin, religion, disability, gender, or sexual orientation.
- To harass, intimidate, or discriminate against any individual or group.
- To conduct personal business of any type.

The UAS shall not be weaponized (ORS 837.365).

The UAS shall not be used in any way that causes interference with an aircraft that is in the air, taking off, or landing (ORS 837.374).

605.7 RETENTION OF UAS DATA

Data collected by the UAS shall be retained as provided in the established records retention schedule (ORS 837.362).

605.8 REPORTING

The Administrative Services Unit supervisor shall ensure that an annual report is provided to the Oregon Department of Aviation that summarizes the frequency of UAS use and the purpose for the use, and indicates how the public can access the department's policies and procedures regarding the use of data resulting from the use of UAS as required by ORS 837.360.

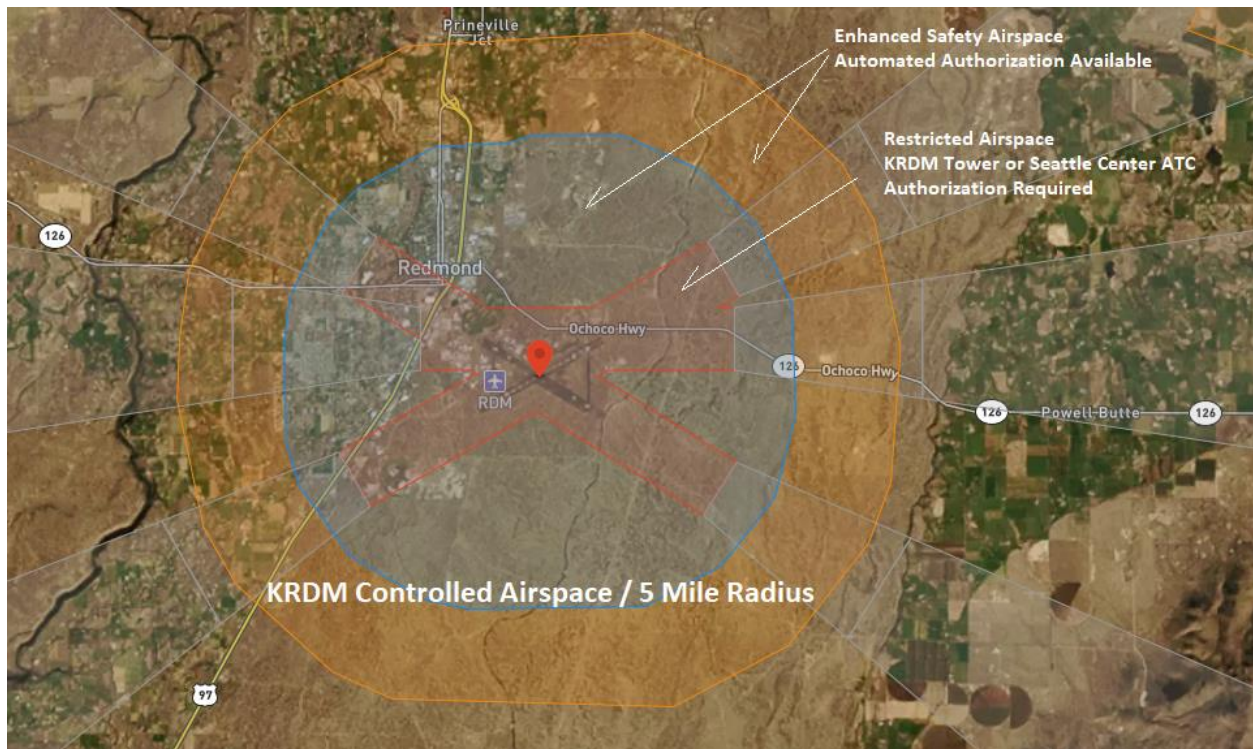
605.9 TRAINING

UAS operators shall attend regular training to maintain needed certifications (FAA Part 107 requirements, agency standards, etc.) and consistent with UAS best practices. Prior to becoming a UAS operator, the operator candidate must pass all required FAA tests and certifications. UAS operators are to attend UAS-related training as their schedule and work demand allows.

UAS operators are to be selected based upon department need, ability to satisfactorily attend regular training, maintain accurate records and operate department UAVs in compliance with Federal, State, and agency requirements. New UAS operators should obtain their FAA Part 107 license within 60 days of appointment. Not passing any required FAA test is grounds for removal from the UAS program.

Attachments

5-mile radius map 2.pdf



5-mile radius map

FAA Identifier:	RDM
Lat/Long:	44-15-14.6480N 121-08-59.8970W 44-15.244133N 121-08.998283W 44.2540689,-121.1499714 (estimated)
Elevation:	3081.5 ft. / 939.2 m (surveyed)
Variation:	14E (2020)
From city:	1 mile SE of REDMOND, OR
Time zone:	UTC -8 (UTC -7 during Daylight Saving Time)
Zip code:	97756
CTAF:	124.5
UNICOM:	122.95
ATIS:	119.025
WX ASOS:	119.025 (541-504-8743)
REDMOND GROUND:	121.8 [0500-1900]
REDMOND TOWER:	124.5 256.8 [0500-1900]
WX AWOS-3 at BDN (10 nm S):	134.425 (541-382-1477)
WX AWOS-3PT at S39 (11 nm E):	118.325 (541-447-4060)